B1 Falcon Technical English Pack

Structures Vocabulary

- Stringer = Lisse
- Frame = Cadre
- Bulkhead = Cloison
- Skin panel = panneau de revêtement
- Doubler = Renfort
- Fastener = Fixation
- Rivet = Rivet
- Structural Repair Manual (SRM) = Manuel de réparation structurale
- Corrosion treatment = Traitement anti-corrosion
- NDT inspection = Contrôle non destructif

Powerplant Vocabulary (Centrale Electrique)

- Bleed air system = Système prélèvement d'air
- EGT margin = Marge EGT
- Vibration monitoring = Surveillance des vibrations
- Oil consumption trend = Evolution de la consommation d'huile
- Chip detector = Détecteur de copeau
- Thrust reverser = Inverseur de poussée
- Engine run = Fonctionnement du moteur
- Borescope inspection = Inspection par endoscope

Hydraulics Vocabulary

- Hydraulic leak = Fuite Hydrolique
- Pressure drop = Chute de pression
- Accumulator pre-charge = Précharge de l'accumulateur
- Actuator replacement = Remplacement de l'actionneur
- System depressurization = Dépressurisation du système

Troubleshooting Vocabulary (Dépannage)

- Fault isolation = Localisation des pannes
- Intermittent defect = Défaut intermittent
- Root cause analysis = Analyse des causes profonde
- Wiring continuity check = Vérification de la continuité du câblage
- Component replacement = Remplacement des composents
- Operational test = test de fonctionnement

Line Maintenance / AOG Vocabulary

- Aircraft on Ground (AOG) = Aéronef immobilisé au sol
- Minimum Equipment List (MEL) = Liste d’équipement minimum
- Deferred defect = Défaut différé
- Return to service = Remise en service
- Serviceable part = Pièce réparable
- Cannibalization = Cannibalisation
- Lead time = Délai de livraison

100 Key Maintenance Phrases

- We have identified a fault on the left hydraulic system.
- The aircraft is currently grounded.
- The defect appears to be intermittent.
- We are performing troubleshooting in accordance with the AMM.
- No further defects were found.
- We suspect a faulty actuator.
- The wiring continuity is good.
- We performed a system reset.
- The fault code has cleared.
- The issue is reproducible.
- We replaced the component.
- The unit was removed and sent to shop.
- We installed a serviceable part.
- The operational test was satisfactory.
- Leak check completed.
- The engine run was normal.
- No abnormal vibrations detected.
- The inspection revealed no damage.
- We complied with the AD.
- The aircraft is ready for release.
- Estimated return to service is tomorrow 1400 local.
- We are waiting for parts confirmation.
- The spare is on back order.
- We recommend deferring the defect under MEL.
- The aircraft is safe to operate.
- We require additional troubleshooting time.
- The aircraft will remain grounded overnight.
- We need customer approval.
- We are coordinating with the manufacturer.
- We are monitoring the situation.
- The aircraft is AOG.
- We need urgent spare support.
- The part is being shipped AOG.
- We are dispatching a mobile team.
- Estimated arrival in 6 hours.
- Customs clearance is pending.
- The aircraft is back in service.
- Temporary repair performed.
- Permanent repair scheduled.
- The issue has been resolved.

- The work was performed in accordance with approved data.
- The aircraft is released to service.
- All panels secured and torqued.
- All tools accounted for.
- Independent inspection completed.
- No open items remaining.
- Documentation completed.
- Logbook updated.
- CRS issued.
- Aircraft serviceable.
- Maintenance action completed as per AMM procedure reference section 50.